

Orangeburg News & Times.

TWO DOLLARS PER ANNUM.

GOD AND OUR COUNTRY.

ALWAYS IN ADVANCE

VOLUME 11.

SATURDAY MORNING, APRIL 21, 1877.

NUMBER 9

ABIAL LATHROP,
ATTORNEY AT LAW,
Orangeburg, S. C.
Office in rear of Masonic Hall.
March 3 1y.

NOTICE.

Is hereby given that in thirty days from date, application will be made to the Clerk of Court for Orangeburg County to grant a Charter to Edisto Lodge No. 83, I. O. O. F. in conformity with the Act of Assembly, entitled "An Act to provide for granting of certain Charters" approved February 20th 1874.

J. H. WAHLERS } Committee.
F. DEMARS. }
Feb 17 1m

GOV HAMPTON'S

Government will be recognized at Washington before long. This cheering news induced me to purchase one of the finest lot of

HORSES AND MULES

ever brought into this Market. And as times will grow better under the People's Governor, I have put my prices down and can now accommodate the public upon the most reasonable terms. No matter what style of Horse or Mule I want I can fill the bill. Call on me at my stables at Slater's Hotel.

E. F. SLATER.

DENTISTRY.

According to the latest improvements in the art.

L. S. WOLFE

Over Ezekiel's Store, is prepared to execute anything in his line.

Guaranteeing a faithful attendance to business, he respectfully asks a continuance of the patronage, which has heretofore been extended to the old firm of Snider, Wolfe & Calvert.

All Work Guaranteed.

FOR RENT

The Two Story Building in the Town of Lewisville. The first story fitted up as a Store, complete in all respects. The second story arranged for a Residence.

For particulars apply to
GEORGE BOLIVER, Jr.
aug. 5 1f

JOHN OGREN

SUCCESSOR OF

ROBERT JENNY.

Importer and Manufacturer

HARNESS & SADDLES.

Has the pleasure to inform the Public that he has received a heavy stock from the North of every description which belongs to a first class Saddle and Harness Establishment. Also wish to draw particular attention to his stock of

LADIES RIDING SADDLES and his assortment of SADDLES.

Prices lower than ever.
Good Saddles at \$3.50.

VOCAL AND INSTRUMENTAL.

I am prepared to receive a few Pupils more in Vocal and Instrumental Music.

Apply to
ANTON BERG.
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DENTISTRY.

DR. B. F. MUCKENFUSS

Dentist. Rooms over Store of Mr. Geo. H. Cornelison's.

Charges Reasonable.

Notice of Dismissal.

Notice is hereby given that I will file my final account with the Judge of Probate for Orangeburg County, on the 30th day of April 1877 and ask for letters of Dismissal as Administratrix of the Estate of C. L. Doherty deceased.

FRANCES A. BOCHETTE,
Administratrix.

STATE OF SOUTH CAROLINA

COUNTY OF ORANGEBURG.

IN THE COMMON PLEAS.

George Boliver, as Adm'r. Cum test. Amico

of David F. Zeigler deceased,

vs

Emma Zeigler and others.

In pursuance of an order of reference herein, made by his Honor, Jacob P. Reed, Circuit Judge, and dated 20th May, 1876, it is ordered, that the Creditors of the Estate of the late David F. Zeigler do present and establish their several and respective demands before the Referee at Orangeburg, South Carolina, on or before the third day of May, 1877, or be debarred any participation in the benefits of the decree herein.

W. F. HUTSON, Ref.

March 27th 1877.

mar 31 8f

\$5 TO \$20 PER DAY AT

Home. Samples worth \$1 free. Stinson

& Co., Portland, Me.

THE WORK OF THE STORM.

Rising Rivers—Trains Delayed—Plantations Overflowed.

The Deserted Capital—A Serious Accident to the Wheeler House—An Unparalleled Fall of Rain and the Consequences.

COLUMBIA, April 13—All business has been suspended here to-day in consequence of a serious rain and wind storm, which has raged without intermission and with unbroken severity since a little after midnight. The streets have been almost wholly deserted throughout the day, as it was next to impossible to traverse them in the face of the gale.

The most serious damage yet reported occurred to the Wheeler House last night, when a portion of the parapet wall which rises above the roof proper, on the eastern or rear side, fell through the roof, breaking down the plastering, furniture, &c., in four rooms on the fourth story. They were unoccupied, happily, and no one was injured.

Trees and fences are down in many places, and the streets are carpeted with green leaves stripped from the recently budding trees.

Great difficulty has been experienced at the Telegraph office in communicating with other places as the wires and posts are down in all directions.

Conductors and passengers on the incoming trains report all the rivers and creeks already swollen and still rising. An immense volume of water has fallen, and that continually, for almost twenty-four hours.

The outgoing train for Charleston to-night did not leave at the regular hour; it is still here, and will probably remain for the night. A washout is reported thirty miles from Charleston.

The Greenville train this evening came in only twenty minutes behind time.

COLUMBIA, S. C., April 13—Midnight.—The Congaree is already higher than at any time for twelve months past, and the Catawba is reported by passengers from Charlotte to be very much swollen.

YEMASSEE, S. C., April 13.—The storm here and in this immediate neighborhood was terrific. The rain poured in torrents last night, accompanied by hail. This morning some portions of the country are completely inundated. The farmers have suffered in consequence.

The rice planters report that large portions of their coming crop have been swept away.

The Savannah and Charleston Railroad is reported to be "washed" in several places, owing to which the trains were delayed.

No lives are yet reported lost, nor are any habitations reported demolished.

SAVANNAH, April 13—9.45 P. M.—Last night and to-day the rain has been coming down in torrents, and the truck farms in the neighborhood of this city have been seriously injured.

Some of the lower wharves have been overflowed, but no serious damage is yet reported. It is feared, however, that the storm is coming this way and that we have not yet seen the worst.

We have had the highest tide to-day for many years, and the rice plantations near the city are supposed to have been materially injured, but no particulars have yet been received. The weather is still very boisterous.

Swept by Wind and Waves—How a Short, Sharp Gale Battered the City by the Sea.

The wind and rain storm which burst over this city and harbor yesterday morning, while not so disastrous in its effects as the gale of September, 1874, was, for its short duration, even more severe. The gale began at 5.35 A. M., and the wind reached its maximum velocity at A. M., blowing at that time 55 miles an hour, which is 4 miles an hour greater than the velocity of the wind in the gale of 1874, which only reached 51 miles an hour.

The rain, which had been falling heavily during the night, increased with the gale, and from 1.50 P. M. on Thursday to 9 A. M. yesterday 8.23 inches of water had fallen—a greater amount than has been registered for the same space of time since the signal office has been established at this port. At 7.30 A. M. yesterday morning the barometer stood at 29.40, and kept falling throughout the day until at 1.30 P. M. it registered 29.29. Owing to the fact that the wires were blown down the signal officer was cut off from much information regarding the origin of the gale, but from such facts as he could gather he was of the opinion that the storm centre was formed in the vicinity of New Orleans, and from that point moved eastward, striking Charleston about half-past 5 A. M. yesterday.

AT THE BATTERY.

About 7 o'clock, while the storm was raging violently and still increasing, the bridge connecting the White Point Bathinghouse with the Battery was carried away, not a trace of it being left save the arch which spanned the entrance from the Battery side and a few of the palmetto supports. Communication was thus completely cut off with Mr. McManmon and family, who were occupying the building at that time. The waves were running mountain high, and already the outermost division of the Bathinghouse, which is built in two parts, rocked to and fro like a drunken man, and the angry waters rushed through the space between it and the Battery wall with the velocity of a mill race. At half-past 7 A. M. the situation of the family in the Bathinghouse became so perilous that private Brennan, who was on duty at the Battery, reported at the Stationhouse that, unless immediate aid was afforded, the family would be assuredly lost. Upon this information, Lieut. Fordham at once organized a squad of policemen, who, after supplying themselves with ropes, &c., proceeded to the Battery post-haste. Upon reaching the scene Lieut. Fordham found that he could do nothing. The waves were dashing triumphantly over the garden, and the walks were over a foot deep in water. Every moment added to the danger of the unfortunate family, and the rain came down in such blinding sheets that the harbor wore all the appearance of a seething snow field. Finding that nothing could be effected without immediate and concerted action, Lieut. Fordham led his force to the South Battery, where they procured a staunch fishing canoe, belonging to a colored man named Simmons, and conveyed it to the point on the south walk, immediately opposite the Bathinghouse, where, with considerable difficulty, it was launched. Mr. Harry Hansen, the sailor who acted so nobly in the gale of 1874, and by whose daring exertions the same family were at that time rescued, was again on hand, and, with Simmons and Whaley, two colored fishermen, manned the boat and piloted her safely to the Bathinghouse door. Mrs. McManmon and her two children were brought to land in safety, and the boat then returned and brought Mr. McManmon across. The family had hardly been placed under the care of a hospitable family near by when a large portion of the outer building fell with a crash and floated off like some phantom ship in the blinding storm. By 10 o'clock the tide had fallen so much that there was no longer any danger of the complete demolition of the Bathinghouse, and a couple of policemen were left to prevent stealing. The only loss sustained by Mr. McManmon was a quantity of wood, which was washed overboard from the rear of the house. Lieut. Fordham, Mr. Hansen, Whaley and Simmons, together with Deputy Sheriff Burke and the whole squad of police, are deserving of the highest commendation for their prompt and gallant action.

THE MOULTRIE MONUMENT.

Considerable apprehension was expressed for the safety of the Moultrie Monument recently placed on the Bat-

tery, but the figure stood firm and immovable, with hand proudly upraised to the gale as one "born to rule the storm."

THE EAST SEA WALL.

which was so badly demolished in the gale of 1874, was unhurt by the waves, which at one time during the morning dashed thirty or forty feet over it into the garden, the interior of which was completely submerged. The residences along East Battery were considerably injured by the loss of slates from their roofs, and the beating of the rain through the windows into the apartments. The water along the shell drive was over a foot deep, and extended up Atlantic and Water streets half way to Meeting street. The crown to the arch of one of the centre drains near Atlantic street was broken in by the force of the water, and if the break had not been immediately attended to the whole drain would have been materially injured.

LIMEHOUSE STREET.

The force of the gale was seriously felt in this locality, and the fences surrounding the three lots next the river were washed down and the yards were flooded with water, in some places three feet deep. The tidal drain running the length of the street and emptying into the river, was burst from the rush of water from the side drains, the flood gates being shut and preventing an outlet. The brick work was split in twain for a distance of ten feet, and the water rushed out of the break in a roaring torrent towards the river. This drain has not been covered with earth for a long time, and needs immediate repair. The tide rose very high and flooded the street half way up to Tradd street, and the residents were compelled to wade through the water or get to land by means of boats, which were easily floated.

The building on the west side, and at the south end of the street, owned by Mr. A. J. Hanson, and of which Mr. Eben Coffin is the agent, was almost washed from its foundation. The building is elevated several feet from the ground on wooden supports, and the water washed with a clear sweep under it. The lady residents became so much alarmed that they were taken out in chairs at 6 o'clock to a neighboring residence, and remained there until the tide went down, when they returned to their house. A White-hall boat, owned by a very worthy colored man named Brower, was torn from its moorings and carried down the harbor. A wood sloop, a yawl boat and several rafts and flats were torn from their moorings in this vicinity, and were washed down into the harbor. All of the lots in this locality were completely submerged, and the lot at the southwest corner of Tradd and Logan streets, which had been partly excavated, was a perfect pond of water several feet deep.

ALONG THE WHARVES.

The wind being from the east the greatest violence of the gale was experienced along the water front on Town Creek and Cooper River, and but for the limited duration of the storm the damage would have been very serious. Some slight evidences of the force of the wind might be seen all along East Bay, such as broken windows, fallen signs and loose tiles, but it was only by a tour of the wharves that a proper appreciation of the magnitude of the storm could be obtained.

There was considerable injury to some of the piers where the high waves had washed over the wharves and ripped up the planking; in other cases more serious inroads were made, while some of the wharves received no damage of moment. There is but little shipping in the harbor at present, and the force of the gale was mainly felt by the smaller craft, several of which were sunk or badly injured. The larger craft generally got through with some chafing, and the damage to them, with a few exceptions, was light.

The wharves on Cooper River are generally in good condition, which enabled them to resist successfully the force of the sea and wind. At

Town Creek several small craft were driven into the marsh, but will no doubt be taken off without much loss. The Northeastern Railroad wharf property did not apparently suffer to any extent, and the vessels in this vicinity were only small craft.

At the Gas wharf the schooner Mary E. Smith, with coal from Philadelphia, was somewhat chafed, as was the schooner Alabama, at Mallonee's wharf next below. The wharf property here was apparently without injury. At Marshall's, Venning's and Robb's wharves the damage was confined to that done by the portion of the waves which ripped up the planking, and in some instances a few barrels of rosin were washed off.

Johnson's wharf at the east end of Laurens street had the south pier entirely broken down, with some damage to the north head. The sloop Centennial was sunk at this wharf. Hamlin's wharf was little damaged. Almost the whole of Rottenboro', from the river to within one block of East Bay, and from Calhoun street to Laurens street, was covered with water several feet deep, and it was necessary in passing through this district to use boats, horses or vehicles.

At Pagnall's wharf there was no apparent damage. The schooner L. A. Edwards and steamer Marion lying here received no injury of moment. At Hunter's wharf the sloop Holland was sunk with seven casks spirits turpentine and forty barrels rosin. The schooner Lark was badly chafed and had several large holes knocked into her sides. A phosphate digger which was undergoing repairs here was forced up on the wharf and more or less damaged.

At Bennett's wharves the tide rose on the property to a greater height than in the gale of 1874, but did not reach, by twelve inches the high water mark of the storm of 1854. The new pier head to this property stood well. Moored to it were the fine ship Martha Bowker and bark Annie Torrey. They were lying at the head of the wharf, and were quite exposed, but, fortunately, escaped with only a chafing. The large fenders keeping the M. Bowker from the wharf were completely broken up by the striking of the ship during the gale.

At Merchants' wharf there was but little injury to the wharf, but the sloop Gen. J. A. Wagener was driven ashore. The steamship Falcon rode out the gale in safety at this point.

Palmetto and Union wharves received slight injuries, and the bark Harriet F. Hussey and the Spanish brig Tibidabo lying here were not damaged.

The wharf of the Mount Pleasant Ferry Company was badly shattered, and the entire superstructure appeared to have been displaced and the piling twisted. The steamer St. Helena, at this wharf, escaped with out damage. It is estimated that it will take not less than \$1,000 to repair the damages sustained by the property of the Mount Pleasant Ferry Company at this wharf.

There was no appearance of injury at the wharves of the New Custom house. Central wharf piers had the planking lifted, while the Spanish steamer Puerto Rico and schooner Lynburner, lying here, were not damaged. The injury to Accommodation wharf was slight. Brown & Co.'s south wharf was apparently considerably shaken by the storm, and will require some work to place it in order. The north wharf was not injured.

At Kerr's wharf the injury was unimportant, and the German bark Harzburg lying there rode out the storm safely.

Atlantic wharves showed some evidence of damage, particularly the north pier, the head of which was partly carried away and the planking lifted. The superstructure was also injured at other points on these wharves. The British bark Express, which was moored at the North Atlantic wharf, forced her fasts and drifted up the dock, causing some damage to the pier and shed.

Boyce & Co.'s north wharf received no noticeable damage, while the south

wharf, which was previously in bad order, was much wrecked.

Adger's wharves went through the gale safely, as also did Vanderhorst's and Commercial wharves. The vessels lying here showed no marks of injury.

At Southern wharves the effect of the gale was light, and the bark Gen. Grant and the steamer Dictator, which were moored there, passed through the blow safely.

During the heaviest of the gale the well-known yacht Flirt was sunk at Commercial wharves, her leak arising from heavy striking against the wharf. She had just been put in good order after a previous mishap. Her hull was entirely submerged.

The sloop Exchange was forced up on the bulkhead of Bennett's wharf, her bow hanging on the wharf while her stern was in the water of the dock. Several holes had been broken through her planking.

The steamer Ivanhoe, Capt. Craig, from Bull River, came inland through the heaviest of the gale and landed at William's wharf.

A large amount of pine timber broke loose from the ponds in Ashley River, and was floating about in the vicinity yesterday.

At a late hour last night the vessels at the wharves were riding easily at their moorings, with the wind blowing a strong breeze from about north-east. The clouds were still heavy, and the weather had an unsettled look, but the expected sharp turn of the storm at high water did not take place, and with the tide a less violent than heretofore, and a decided lessening in the volume of the last flood tide, give good reason to anticipate that the weather to-day will clear up finally, and be more in conformity with the usual April season. Along our coast a very trying time has been experienced by the shipping, and numerous disasters, it is feared, may have occurred.

WESTERN SECTION OF THE CITY.

The storm was felt with considerable violence in the western section of the city, many portions of which were overflowed, rendering it difficult in some places to walk, and in others utterly impossible for persons to get out of their houses. All sorts of means of transportation had to be improvised, spring carts and buggies being mostly in demand.

The wind blew strongly from the east, and the tide was higher by several inches than in the great gale of 1874, and in some places, for instance, at the west end of Broad street, the water which arose from the flood sewers and rainfall was a foot higher than in the year above mentioned. So completely overflowed were lots in low places that fowls could not leave their roosts, and cows in their houses were breast high in water. The Rutledge street and avenue railway track was completely submerged, causing President Riggs to fear that no little damage had been done to the road-bed, but on examination made after the water had subsided it was found that everything was intact. In Wentworth street and in Rutledge street in some low places the roadway and sidewalks were covered with water for considerable distances, and reached almost to the fences.

Trees were stripped of their foliage and branches in Broad, Franklin, Bee, Rutledge, Bull, Lynch, and Rutledge avenue. In Franklin street, near Queen, a large tree was uprooted and thrown across the street; another large tree was partially torn up in Mr. F. Ansel's yard in Calhoun street. Several trees in the City Park were stripped and blown off. Mr. A. Hlin's stable in King street, and the Academy of Music were damaged by leaks, and a number of private residences opening to the east were drenched from basements to basements. A large tree was blown across Dr. Rose's fence on Rutledge avenue, and another fell higher up in the same avenue across Mr. Wilkin's fence, and another was thrown across the street near Christ Church. Large ponds of water collected in several places in such localities that they cannot be emptied by the drains. The open lots near the ponds in Rutledge street were submerged, the water from the ponds uniting with that of the streets, and forming an unbroken and impassable stream.

[CONCLUDED ON SECOND PAGE.]